

TRAMWAYS OF NEW SOUTH WALES

At the present time, when the subject of tramways is exciting more than ordinary attention, the following interesting report will be regarded as having been opportunely written :—

“ Department of Public Works, Railway Branch,
Sydney, 1st September, 1880.

“ Sir,—I have the honour to supplement my report, of 1879, upon the railways of the colony, with a report upon the introduction and working of tramways in the city and suburbs of Sydney.

“ Mr D. K. Clark, C.E. (whose exhaustive treatise upon

the construction and working of tramways is a recognized body of reference; says, very truly, that tramways have been built by the people of all countries, and that they are now an accepted means of transport between urban and suburban, sanctioned by experience, approval and adopted by the public.

The public railway established in this back as December, 1861. A select committee of the Legislative Assembly was appointed to consider the subject, and after some time spent for whose consideration and report "The First Circular Quay Railway Bill," which proposed the extension of the existing construction of a tramway to the semi-Circular Quay would lessen the cost of conveying railway stock and goods to and from the railway terminus, and also facilitate the passenger traffic, did not do it until the year 1870. The bill provided certain witnesses, whose evidence was taken by the court urged in opposition to the proposal, but could not be considered that there were no difficulties which could be overcome by the proposed plan, and that the advantages arising the importance of affording within the city additional facilities for railway traffic, they recommended that the experiment of constructing a tramway from the Royal Hotel along George-street to the Circular Quay should be fairly and fully tried.

"One of the conditions of this experiment was that, if the working line, recourse should be had to horse traction only." It was at first proposed to use horses, but ultimately, Captain Martindale, who was then Commissioner for Railways, requested the Inspector General in England, Mr. Captain Galloway, R.E., to test such a system, and he naturally afforded him of judging would point out as the best, and also to select and forward two carriages for passenger traffic. This order was issued, and the rails laid much injured in consequence of bad packing that they had to be repaired and strengthened before they could be used to haul the rails selected and forwarded. (C. America) were found to be unsuitable; the step of the rail from its flange was only $\frac{1}{2}$ of an inch, whereas the flange of the wheels intended to run between the step and the flange of the rails was nearly half an inch wide. The inevitable expedient was resorted to of reversing the rails, with, as might have

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were expected, very unsatisfactory results to ordinary vehicle traffic. The congestion was so great that it was consolidated; at least this was the reason afforded for the large expenditure that had been made by the city. It was decided to be incurred to keep it in repair; and subsequently the first year's operation of the first stage of its month of its operation exceeded the earnings by over ten per cent.

Very soon after its completion, the public, and especially the shop proprietors of Pitt-street, began to complain of the inconvenience it occasioned, and on the 29th of July, 1867, the Corporation resolved to discontinue its use. It was reported, with power to send for persons and papers to inquire into and report as to the desirability of its removal. The corporation accordingly sent Mr. James Smith, M.P., and Mr. John W. Brown, M.P., to inquire into the matter, but they contented themselves with recommending the resumption of the inquiry at some future time.

It was not till November, 1867, that the tramway had received its final sanction from the Corporation. At the meantime, greatly increased, more especially as it regarded the manner in which the rails had been laid down. In the interim, however, the Corporation had appointed a select committee, which recommended that the rails be taken up and finally removed, was adopted by the Legislature. The decision was carried out by the Corporation.

In the meantime, street tramway construction in other parts of the world had been undertaken with varying success. In America, the first street tramway was constructed in New York City, and it was pronounced to be completely successful. Mr. B. F. Train constructed the first street tramway in England at Bournemouth, using the same system as that used at Bournemouth, and the first street tramway in London—Bayswater Road and Kensington Road having been selected for the experiment. After a brief experience of success, which aggregated in the case of the Sydney tramway by the having been laid outside of the lines laid in London by the

others were only rescued from a similar fate by the substitution of flat-ironed for steep rails. The grooves of the main rails were not so deep as those of the flange rails, and the flanges of the wheels, at the same time being sufficiently narrow to prevent the wheels of common road vehicles from entering them. The cost of the flange rails was not so lengthened time. In 1863 they were constructed in Liverpool, by consent of the Corporation; and in 1864, in London, by the Metropolitan Railway, and in 1865, in London and its immediate neighbourhood, the London and North Western Railway, for traffic to Metropolitan; while in the United States, in 1866, the Chicago and North Western Railway exceeded 200 miles, double that extent had been authorized.

I particularly take 1873 as a period for marking the progress made in the use of flange rails, a second attempt was made in that year to introduce them into Sydney. Mr. J. D. Larsen, C.E., who was the engineer and promoter of the project, had been largely engaged in the construction of railways with flat-ironed rails, and he thought that he could offer no obstruction whatever to the ordinary street tramway. To carry the project into effect, a Bill was introduced in the New South Wales Parliament, for the incorporation of the Sydney and Suburban Street Tramway Company, with capital of £25,000. The proposal embraced the laying of flange rails on the existing tramway, and the construction of a new route, some identical with, and others somewhat similar to, the lines which, after an interval of seven years, were to be opened for the use of the street tramway, to be carried out. The bill, after being read a first time, referred to a select committee of the Legislative Assembly for consideration, and on the 10th of December, 1873, the bill was read a second time, and on the 17th of December, 1873, but no subsequent action was taken to promote

measure through the House. However, in December, 1877, another attempt was made to establish street tramways in Sydney. The project was promoted by the Omnibus Company—then the only public passenger vehicle in the city. The bill was introduced in the Legislative Council, and passed by that body. The Parliament, which was read a first time, and referred to a select committee of the Legislative Assembly for inquiry and report. The report was made on 12th February, 1879, that further action taken; a second reading of the bill was then moved, and the House was counted out.

There was much opposition in favor of tramways which had been given at these inquiries and the discussions which followed served to reconcile the public to the re-establishment of the system, and the bill was passed. The project of constructing a railway from Redfern Station to the Circular Quay, by a route which must necessarily have cost, at that time, £100,000, was abandoned. The omnibuses, which had not met with popular favour, notwithstanding that they afforded adequate means of conveyance between the railway stations and the business portions of the city, were replaced by the larger and less expensive population of suburbs, a great and growing inconvenience. The additions to the traffic, moreover, which resulted from the opening of the Exhibition, and the International Exhibition and during its continuance, would it was constantly and greatly enhance the difficulty experienced in providing adequate means of conveyance for the public.

Your recommendation, determined upon submitting a bill to Parliament for the construction of a line of tramway from the station at Redfern to the station at Elizabeth-street, and from Elizabeth-street—a length of one mile and 45 chains.

The prejudice, which was entertained by the public against street tramways, engendered by their experience of the omnibuses, was still so great that it was thought expedient, in order to secure the passing of the bill, to submit it to a public meeting, at which an assurance that, as

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"As the line was to be an experimental one, the success or failure of which would, in a large measure, determine the question of the adoption of street tramways for the city

few, even those tramways which had never had an engine, were fit for anything. It was a matter of time before they would be replaced by a trolley system, but also as a town councillor, and it appeared to him that whatever system had been adopted, almost all roads were made too rough, not so much by the weight of the heavy loaded vehicles, as by the way in which the tramway work was done, upon crossing a tramway, might so injure it as to make it very awkward for either cars or wagons to pass. He was not a supporter of the trolley system, but the hands of Mr. T. R. Crampin, C.E., who gave him the opinion that a tramway road should be much stronger, not lighter than the ordinary railroad track, and that the cost of a tramway road, if the railroad has been so extensively adopted, says, with regard to economy in the cost of construction, that "No system, however perfect, can have a cost of construction less than that of a tramway." The cost can be shown to be moderate. It is well known that some of the tramways in the metropolis are now being renewed, almost regardless of cost, with rails weighing 90 lbs. per yard, and the cost of the rails alone is \$10.00 per yard. The Board of Directors that rails weighing 90 lbs. per yard was

"I have thought it advisable to quote some of the opinions of the Committee on the subject upon which the whole body of engineers seems to be divided, in order to show that nothing very definite or final, in regard to either the form and weight of the rails, or the material of which they should be made, has as yet been arrived at. With this information before me, I was not unprepared to learn from our tramway engineers (Mr. Gleditsch), that he proposed to adopt the "flat iron" rail, as recommended by the Committee (the "flat iron" rail, as I have mentioned also by its original designer as being too light for steam traction), and to substitute a heavier rail, designed and made somewhat after the pattern of the rail, but not from it, from many important points."

"With your concurrence, tenders were invited for a small quantity of these rails, to be made from colonial iron, and to be delivered at the works of the Tramway Company, in order to enable them to test the suitability to our requirements, as to which I was in some doubt. Though urged to do so, I have refrained from recommending the adoption of the "flat iron" rail, as it is not made in England, considering it somewhat on the grounds of economy and prudence, that we should first ascertain that the design of rail is a suitable one, before any large order for the same is made. It is, however, a subject upon which some will be required for the tramways authorized, and their con-

delivered in the colony, will not be less than £500,000.

Our trade with the East Indies is chiefly made from colonial mine iron, viz., that of Mr. Ernoch Eschsch of the Eschbank Iron Works; his price is £11 s. 6d. per ton for 120 tons, delivered at the Rotherham Railway Station. The price of the same iron, when it is sent to the East India Company, is £12 s. 6d. per ton, and is sold in the streets, and also for the double line in Elizabeth-street.

MOTIVE POWER FOR WORKING TRAMWAYS.

The uncertainty which exists as regards the proper form of motive power for working the proposed tramways, extends also to the motive power to be used in working them. It seems to be generally agreed that mechanical power will, to a greater extent, be used in the tramways, than in the railways; and that, with this object *in view*, several mechanical appliances have been and are still on their trial, while some have already been abandoned.

The conditions imposed by the English Board of Trade to admit of locomotives being used in the streets of London are, that there must be no visible smoke, machinery, and no visible working parts. The object of all these restrictions is to avoid frightening horses or annoying the public.

The Board of Trade requires that a speed indicator, and the

visible to the driver, a governor, brake-power sufficient to stop the engine in its own length, and a bell which will give warning of any stoppage of steam.

"The types of tramway engines already established are (1) the independent locomotive class, (2) the combination class, (3) the compressed air engine, and (4) the compressed air engine. There are also gas engines, and engines worked by electricity, but these have not yet been brought into practical use.

"The engine worked by the fireless locomotive and the compressed air engine, requires the employment at the termini of the tramway of a fixed engine for supplying steam or for generating compressed air. The compressed air power, it has been found by experiment that the resultant efficiency of the running engine, as compared with the stationary air-compressing engine, is about 50 per cent. The fireless locomotive, on the other hand, under the most favorable conditions, will be as much as 80 per cent. efficient. This difference is sufficient to justify us for the present in recommending the compressed air engine for tramway purposes. The same objection applies, though not to the same extent, to the hot water or fireless engine, invented by Dr. Lamm, of Berlin, which is also a very good engine, but one which varies with varying success. The chief reason that its use has

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The chief reason that the use of gas has

not be extended is doubtless the financial difficulty, that is, the cost of working.

The advantages of the turbine must be had to the ordinary steam motor until further experience shall have demonstrated the superiority of engines worked by compressed air, gas, or electricity. It is not, however, a question of the superiority, but whether it is more advantageous to have engines and cars combined, or a separate motor, depends much upon the character of the work to be performed. In cases where the cars are to be worked by a single engine, it is possible that the engine can be accommodated in one car, then an independent engine of sufficient power to haul two or three cars would seem to be the best arrangement. The traffic is not so heavy as the traffic is light and constant, nor liable to be occasionally increased beyond the carrying capacity of one car. The use of a separate engine and cars is not to be overlooked. The most important of these advantages is that, as the necessity for increased adhesion arises, this essential is supplied by the same which is necessary for the propulsion of the cars. The use of passenger cars, the wheels of the motor acquiring, through this additional weight, the necessary adhesive power to overcome the resistance.

The number of passengers travelling between the suburbs of Sydney and the city, was known to vary considerably

at different hours of the day, and it was suggested that the system might be made more efficient in many ways, as being more efficient for all purposes than the combined engine and car. Four of them, as previously stated, were ordered from the Kailash Company, and the following lines to the Kailash Street to Hunter Street: and six additional motors, with improved gear and fittings, was subsequently ordered from the same firm for the purpose of being run on the same lines as the others upon. It is estimated that sixty motors will be required to work the traffic on the tramway lines which have been authorized. A photographic view of one of the motors, running in Elizabeth-street, will be found in the appendix.

It is submitting this review of the history of the introduction of the tramway system into the Colony, from the aspect of the system as established in the United Kingdom, I feel I am entitled to congratulate you upon the success which has so far attended the scheme of steam tramways in New Zealand. It is a great satisfaction to me to believe that when the initiatory difficulties (insuperable from the introduction of all new undertakings) shall have been overcome, the system will be found to be well adapted to the colony all the numerous advantages which have followed their introduction in other parts of the world.

"I have the honor to be, sir, your obedient servant."
The Hon. John Leake, Secretary for Public Works
etc."

THE WATER QUESTION.

TO THE EDITOR OF THE HERALD.

Sir,—One of your correspondents of last week suggested some practical means of mitigating the threatened short supply of water by erecting a tank at the Sydney Waterworks, near Sydney to Liverpool, erecting a large tank at the latter place at some elevation and pumping water into it with a steam engine, so that it might gravitate to Sydney, and help out the Government in the emergency.

This project, whilst being thoroughly practical, would occupy a considerable length of time and cost a large sum of money.

It will be found that a tank elevated 100 feet above sea level, and connected with Sydney by a 16-inch pipe, would not deliver more than a million gallons in twenty-four hours. With this small supply, it is evident that the plan they would save a much larger quantity of water daily, and could be made available immediately, without any cost to the Government.

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city Council, and with little to the credit of Sydney.
The consumption of water at Orange-bath is
be short of one and a half millions of gallons, and the most,
if not all, of these are supplied without meter. These
water is sold by the gallon, and no charge being al-
lowed, which would give all the comfort and luxury that
can be desired in a bath, and the water consumed would not
exceed 150,000 gallons per day.

It is a pity that all forms: those who like a
good shower on the head can be accommodated; others who
do not like it on the head can have a hoop delivered to on
the shoulders and arms; and others again can have it
delivered to the ground, or even to the feet. Compared
with the expensive fittings of an ordinary plunge-
bath.

The threatened water famine is causing much alarm
among the inhabitants of Sydney, and I trust, where
you will pardon my troubling you with these aqueous
December 21. I am, &c., ANGLA.

TO THE EDITOR OF THE HERALD.

SIR,—As a lover of pure water, and being one amongst
the few who witnessed the first shot fired in connection with
the opening of the new water supply, I beg to offer you
your valuable journal, to offer a few suggestions. From

personal observation, I should may make the dam as large, so possible, not only to turn the water into the tunnel, but to turn it into the main canal, and to turn the water into the tunnel within eight feet of top, and connect pipes to mouth of tunnel. I see by the papers doubts have been expressed as to the possibility of turning the water into the tunnel, I am sure of water. I would recommend the use of six eighteen-inch pipes, one of which should be as speedily as possible turned into the tunnel, and the water turned into the tunnel, preventing any of the existing connections being broken. The other five could follow after, and have nine-inch connections to supply the various places en route. It would be necessary to have a large reservoir, and a large pump, the junctions have been and are still urged, such as evaporation, accumulations of vegetable and other matters.

I am, Sir, very respectfully,
Your obedient servant,
J. R. JENNINGS

December 20, 1882.

ROME, Nov. 3.

for instance, voluntarily assumed—that of begging.

As regards the schools, the State has a law—and very proper law—which requires every teacher to undergo a regular examination before he can open a private school or be permitted to teach in an establishment, public or private. And the Pope, any of the Bishops, or any one else, can open as many private schools as they please, and impart whatever course of education they may think fit. No one school was ever opened to Government inspection, with a view to their salubrity, and other matters, and the teachers must be provided with requisite diploma. Moreover, although no degree can be granted by any of the private schools, even up to those Universities, and obtain all the degrees without any other formality than submitting to passing the examination; and it is a fact that a large part of the degrees granted are given by the Municipal Schools, and the Government schools, seminaries, or Universities. Since Leo XIII. ascended pontifical throne he has opened in Rome alone no fewer than 52 educational establishments, elementary schools, technical schools, professional schools, classical schools, &c., really is more remarkable the part which his hand made of the scholars. Let us now take his stand any afternoon in the grand new

The autumn has been very beautiful in most parts of Italy, although one violent storm did rage with fierce "scabbies" (squalls) on the 12th. The students of the "Regio di Calabria," as youthful students of geography or history are called, have been very busy. Wind and flood destroyed several houses and a church, and sixty persons lost their lives. Much damage was also caused by the same storm on the opposite side of the Gulf, and in the neighbourhood of Palermo. For instance, papers directed through Palermo to Rome and the Government from both those afflicted cities. With the fall of the leaf, many celebrated persons born either just before or within the last century, have passed away. The illustrious Paganini, VII.'s troubled career, and accompanied him into exile, and who, as head of Pius IX.'s household, was well known to foreigners for his courteousness and kindness, have been numbered among the dead. Many valuable antiquities, under whose names a family of archaeologists, under whose researches many families of archaologists, under whose names were brought to light, and who was a prince of figures at the Court of Pius IX., who loved to be handy to the study of the past, and who was a prince of the study of the past, and who was a prince of the study of the past, have been combined with a ready wit and humour. Also the Marchese Campana, whose valuable collection of antique jewellery and Etruscan treasure brought him once into no little grief as he

Labelle—**JAMES EFFE AND Co., Hymanothia, Chemists, London.**
—ADY

(BY OUR SPECIAL REPORTER

that has been done there is o

The information was supplied to me by persons who are not geologists, and as far as I know, they are not likely to exaggerate. The results of the diggings were discovered a patch of quartz dolled out on an angle of the ton, and the roof was so thick that it required nothing more than pick and shovel to get it; but this ounce to the ton is not another. A party who had sunk about 100 feet into the ton, and had a shaft down to the ton; with a shaft down about 50 feet, had obtained from a crushing as much as 8 oz. to the ton; and a crushing of 30 tons of ore from a third claim also yielded 1 lb. to the ton. These results are much

CYPRAIA.—A correspondent of the *Gibraltar Chronicle* in Cyprus writes as follows on the 15th instant: "Early in the morning a ship Tamar, Captain W. H. Liddell, arrived at Limassol, and the following day, the 16th, she disembarked a wing of the 35th Regiment on board. The 35th disembarked on the following morning, relieving the 2nd Battalion of the 10th Regiment, who were coming ashore, leaving for Malta. On the evening of the 16th, the officers of the regiment were entertained at dinner by the 2nd Battalion of the 10th Regiment, at the Hotel de Ville, the Club, His Excellency Sir R. D. Liddell, the Commissioner, and the Governor, and the military and civil residents were present. The health of the regiment, proposed by Colonel Dunmore, R.E., was drunk with great enthusiasm. The following day, the 17th, the 35th Regiment left Limassol on the 4th. Energetic measures are being taken by the Government for the suppression of the plague of locusts, which have been found to sand in eight oaks (weight of sand 19 lb.) weight of locusts 1 lb. 10 oz. The locusts were sent out and destroyed. The crop of wheat has been very fine this year, but carobs are scarce, owing to the locusts having eaten them. The locusts have been on the same course for some time."—

ended with most lamentable consequences (warrior states) broke out on the premises

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6d, 675s 6d, 676s 6d, 677s 6d, 678s 6d, 679s 6d, 680s 6d, 681s 6d, 682s 6d, 683s 6d, 684s 6d, 685s 6d, 686s 6d, 687s 6d, 688s 6d, 689s 6d, 690s 6d, 691s 6d, 692s 6d, 693s 6d, 694s 6d, 695s 6d, 696s 6d, 697s 6d, 698s 6d, 699s 6d, 700s 6d, 701s 6d, 702s 6d, 703s 6d, 704s 6d, 705s 6d, 706s 6d, 707s 6d, 708s 6d, 709s 6d, 710s 6d, 711s 6d, 712s 6d, 713s 6d, 714s 6d, 715s 6d, 716s 6d, 717s 6d, 718s 6d, 719s 6d, 720s 6d, 721s 6d, 722s 6d, 723s 6d, 724s 6d, 725s 6d, 726s 6d, 727s 6d, 728s 6d, 729s 6d, 730s 6d, 731s 6d, 732s 6d, 733s 6d, 734s 6d, 735s 6d, 736s 6d, 737s 6d, 738s 6d, 739s 6d, 740s 6d, 741s 6d, 742s 6d, 743s 6d, 744s 6d, 745s 6d, 746s 6d, 747s 6d, 748s 6d, 749s 6d, 750s 6d, 751s 6d, 752s 6d, 753s 6d, 754s 6d, 755s 6d, 756s 6d, 757s 6d, 758s 6d, 759s 6d, 760s 6d, 761s 6d, 762s 6d, 763s 6d, 764s 6d, 765s 6d, 766s 6d, 767s 6d, 768s 6d, 769s 6d, 770s 6d, 771s 6d, 772s 6d, 773s 6d, 774s 6d, 775s 6d, 776s 6d, 777s 6d, 778s 6d, 779s 6d, 780s 6d, 781s 6d, 782s 6d, 783s 6d, 784s 6d, 785s 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1107s 6d, 1108s 6d, 1109s 6d, 1110s 6d, 1111s 6d, 1112s 6d, 1113s 6d, 1114s 6d, 1115s 6d, 1116s 6d, 1117s 6d, 1118s 6d, 1119s 6d, 1120s 6d, 1121s 6d, 1122s 6d, 1123s 6d, 1124s 6d, 1125s 6d, 1126s 6d, 1127s 6d, 1128s 6d, 1129s 6d, 1130s 6d, 1131s 6d, 1132s 6d, 1133s 6d, 1134s 6d, 1135s 6d, 1136s 6d, 1137s 6d, 1138s 6d, 1139s 6d, 1140s 6d, 1141s 6d, 1142s 6d, 1143s 6d, 1144s 6d, 1145s 6d, 1146s 6d, 1147s 6d, 1148s 6d, 1149s 6d, 1150s 6d, 1151s 6d, 1152s 6d, 1153s 6d, 1154s 6d, 1155s 6d, 1156s 6d, 1157s 6d, 1158s 6d, 1159s 6d, 1160s 6d, 1161s 6d, 1162s 6d, 1163s 6d, 1164s 6d, 1165s 6d, 1166s 6d, 1167s 6d, 1168s 6d, 1169s 6d, 1170s 6d, 1171s 6d, 1172s 6d, 1173s 6d, 1174s 6d, 1175s 6d, 1176s 6d, 1177s 6d, 1178s 6d, 1179s 6d, 1180s 6d, 1181s 6d, 1182s 6d, 1183s 6d, 1184s 6d, 1185s 6d, 1186s 6d, 1187s 6d, 1188s 6d, 1189s 6d, 1190s 6d, 1191s 6d, 1192s 6d, 1193s 6d, 1194s 6d, 1195s 6d, 1196s 6d, 1197s 6d, 1198s 6d, 1199s 6d, 1200s 6d, 1201s 6d, 1202s 6d, 1203s 6d, 1204s 6d, 1205s 6d, 1206s 6d, 1207s 6d, 1208s 6d, 1209s 6d, 1210s 6d, 1211s 6d, 1212s 6d, 1213s 6d, 1214s 6d, 1215s 6d, 1216s 6d, 1217s 6d, 1218s 6d, 1219s 6d, 1220s 6d, 1221s 6d, 1222s 6d, 1223s 6d, 1224s 6d, 1225s 6d, 1226s 6d, 1227s 6d, 1228s 6d, 1229s 6d, 1230s 6d, 1231s 6d, 1232s 6d, 1233s 6d, 1234s 6d, 1235s 6d, 1236s 6d, 1237s 6d, 1238s 6d, 1239s 6d, 1240s 6d, 1241s 6d, 1242s 6d, 1243s 6d, 1244s 6d, 1245s 6d, 1246s 6d, 1247s 6d, 1248s 6d, 1249s 6d, 1250s 6d, 1251s 6d, 1252s 6d, 1253s 6d, 1254s 6d, 1255s 6d, 1256s 6d, 1257s 6d, 1258s 6d, 1259s 6d, 1260s 6d, 1261s 6d, 1262s 6d, 1263s 6d, 1264s 6d, 1265s 6d, 1266s 6d, 1267s 6d, 1268s 6d, 1269s 6d, 1270s 6d, 1271s 6d, 1272s 6d, 1273s 6d, 1274s 6d, 1275s 6d, 1276s 6d, 1277s 6d, 1278s 6d, 1279s 6d, 1280s 6d, 1281s 6d, 1282s 6d, 1283s 6d, 1284s 6d, 1285s 6d, 1286s 6d, 1287s 6d, 1288s 6d, 1289s 6d, 1290s 6d, 1291s 6d, 1292s 6d, 1293s 6d, 1294s 6d, 1295s 6d, 1296s 6d, 1297s 6d, 1298s 6d, 129

ENCLOSURE 1

EXCHANGE of Residences.—A. B. Herald, will
 EXCHANGE, for January, furnished HOUSE, on suburbs
 for one at Manly.
HOUSE to LET, 4 rooms and kitchen. Misses
 Reed, opposite Hospital. Mrs. Moore, Grosvenor-street.
HOUSE, LAND, ESTATE, INSURANCE,
 and
GENERAL BUSINESS AGENT
 Established 1854.
 N. B.—Rents collected from city and suburbs.
 E. RAMSAY, corner George and King streets.
LARGE 6-roomed HOUSE to LET, furnished or otherwise.

was; or Rooms to Let. 144, Liverpool-street.

ANLY.—Harbour frontage, nr. steamers.—First-class 2-story House, furnished and unfurnished. W. Redman.

ANLY.—To LET, plainly furnished snug RESIDENCE; rent, 25s. Brighton Villa, West Esplanade.

ACQUARIE-ST. North.—Family RESIDENCE to LET, furnished. T. J. Thompson and Son, 130, Pitt-st.

POORE PARK.—WARATAH HOUSE, 8 rooms, bath, hall, gas, washhouse, balconies. Apply next door.

NEW HOUSES TO LET. rent 12s. two doors past Railway View Hotel, Wall-street, Redfern.

ORTH SHORE.—To LET, a 9-roomed HOUSE, gas, water, every convenience. T. Gibson, Milson's Point.

ORTH SHORE.—To LET, HOUSE, Victoria-ter., Wm.-et., Lavender Bay, plenty water. Massey, L. C. Road.

ORTH SHORE.—To LET, nice Family RESIDENCE, every convenience. Apply Miss Knap, North Shore.

OFFICE to LET, first floor, front, over E. Millett's, 317, George-street.

OFFICES to LET, Victoria-chambers, Hamilton-street; low rents to commercial tenants. Beilby and Co., 51, Pitt-st.

OFFICES to LET, Campbell and Co., 127, Mac-

PUBLIC NOTICE.—To Chemists, &c. To Let, first-class SHOP, with plate-glass front, bath, 3 rooms, and shop front and gas, line opening for a Crematorium. **GEORGE WAGG**
1, Point Pier Road, Woolfarms.

HOP and House to LET, 385, Pitt-street South, near
Liverpool-street. Brown, 238, Pitt-street.

HOP and DWELLING to LET, near Council-cham-
bers, Camperdown, stabling, gas and water laid on.

HOP and DWELLING to LET, 112, Mary-street, of
Albion-street, near Tooley's Brewery.

HOP and DWELLING to LET, in Darling-street
Belmain, containing 4 rooms, kitchen, large yard, and gar-
age entrance; plenty of good water; low rent; taxes
E. R. Cole, George and King streets.

HO LET, new HOUSE, Victoria-street, 10 rooms, &c.:

rent, £130; taxes paid. P. Reeb, 3, Spring-street.

0 LET, 2 semi-detached VILLAS, Greenhill-street, Croydon. W. Day, 144, Pitt-street.

0 LET, HOUSES, Edward-street, Fyrmont: rent 12s 6d, 13s, 15s, 12s, 11s. Wm. Day, Western Lea, Fyrmont.

0 LET, HOUSE, 2 rooms, kitchen, oven, water, &c. also, HOUSE, 2 rooms, &c. 200s, Dowling-street, More Park.

0 LET, 175, Premier-terrace, William-street, 7 rooms kitchen, bathroom: water, gas. J. S. Harrison, 275, Geo.-st.

0 LET, Hunter's Hill, Stone House, nine rooms laundry, bathroom, coalhouse, &c. No. 1, Barrack-street.

O LET, COTTAGE and 7 acres of land. Apply store
 Muddy Creek, West Botany, Cook's River.
 O LET, Maximus-house, 8 rooms, gas, bath, copper;
 rent, 20s. S. Downe, Lodge-street, Forest Lodge.
 O LET, LINDUM HOUSE, 6 rooms, bath, gas, 48
 Castlereagh-street North. Apply between 1 and 2 p.m.
 O LET, 32, Charles-street, Woolloomooloo, 12s; water.
 Mrs. Barden, 79, Lower Forbes-street.
 O LET, ALPHA COTTAGE, Liverpool Road, Ash-
 field. Keys at Gadshill.
 O LET, Suite of OFFICES, in Chancery-place, Eliza-

O LET, a four-roomed HOUSE with stables. Green-
 street, Giebe; rent, 15s. P. R. Larkin, 778, George-street.
 O LET, a HOUSE, of five rooms. Apply A. Steel
 Devonshire and Riley streets.
 O LET, a HOUSE, of six rooms. Apply A. Steel,
 Devonshire and Riley streets.

O LET, HOUSES, Narrellan-terrace, Union-street,
of Underwood-street, Paddington; every convenience; 12s.
O LET, 4-roomed Furnished HOUSE; also Board
and Residence, 21s. Apply 21, Hunter-street.
O LET, butcher's SHOP, suitable for any other busi-
ness, corner Stanley and Riley sts., Wool'm'loo. Wm. Laver.
O LET, No. 3, CROWN STORES, situated Pitt-
street North, near Circular Quay, two doors south of Coffee
ace. Apply C. Kidman, Oxford-street.
O LET, HOUSE, 6 rooms, kitchen, and washhouse,
496, Elizabeth-street. Apply D. Cooper and Co., 152, George-

NO LET, a good Family RESIDENCE, 12 rooms, gas, water, bathroom: 135, Tilney-terrace, Forbes-street, Woolloomoo, close to William-street. Apply on premises.

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